| uccessfully. | Bulletins: (1 ge(s) completed si | E - Status change | BMXAA4591E - S | | | 11) | r Tracki | |
|--|---|--|--|--|-----------|--|-------------------------------|--|
| \$ 14 10 1 V III | Þ ♦ 🛟 🤮 | ایگ (مت | | Select Action | М | | [*] | |
| orting Specificati | Failure Rep | Plan Log | Safety Plan | Related Records | Actuals | Plans | Order | List Work |
| Attach | | ті∤∟ | TCH INSPECTI | O MOW ANNUAL SW | METR | 2726 | Order | Work |
| | | | | 1 | | A \ METRO | ication | Classifi |
| Failure | | | | | | A - METRO | ription | Classification Desc |
| Problem | | | WABASH YD | O MOW SWITCH 159 | METR | 3431 | Asset | |
| F | | | | | | B159B | Alias | |
| Asset/Location F | | _ _ | | Marker Wabash Yard | Chain | WABYARD / | cation | |
| ls ' | | | i_ | | 1 2 2 2 | 1 | | Work Lo |
| Parer | | | | | | / | < Type [◆] | |
| Warranty Situation Pre | | | | | | R | | |
| Maintenance | | | | | 5 PM | 0/14 03:03:0 | | |
| Repair C | | | | 1 | | ACRON | | Report |
| Has Follow-up \ | | | | | | | Phone | |
| Quick | | and the same of th | | J. |) AM | 6/14 03:42:0 | | Reported On Bet |
| | | Costs | | | | | | sset Details |
| Total Planned Cost | | 30013 | | | | 1 | | Year |
| Total Actual Cost | | | | | | 7 | | Manufacturer |
| Repair Limit Amount | | | | | | 1 | | Model |
| Current Asset Value | | | | 1 | | | | Serial # |
| GL Account | | | | - And the second of the second | et Assets | , Fle | FLEET | Туре |
| Accepts Charges? | | | | | erating | | OPERA | Status |
| Charge to Store? | | | | | | | | Asset Condition |
| | | | | 4 4 44 | (a) | Cls Filte | cations | ultiple Assets,Lo |
| | ing Information | Schedulin | | | | | | ork Details |
| 1 | Scheduled Start | ال ا | H INSPECTI L | MOW ANNUAL SWIT | METRO | . 54 | Plan 2 | Job |
| 06/22/14 12:00:00 AM | Target Start | إنا | H INSPECTI | MOW ANNUAL SWIT | METRO | 1 | PM 4 | |
| | Actual Start | The state of the s | | | | 12 | nent | Compo |
| | Scheduled Finish | Sc Sc | | the trade of the control of the cont | | 7 | ition | Pos |
| | Target Finish | ************************************** | - | 187 | | . في | epair [| Reason for Re |
| 06/22/14 04:00:00 AM | Actual Finish | 1 | | | | 10 | shed | Work Accomplis |
| 06/22/14 04:00:00 AM | / totaar i iriibii | } | | | | | | |
| And the second s | Time Remaining |) T | | | | 1. | ilure | Part Fa |
| And the second s | | T | To the state of th | | | 1 | - | Part Fa Warra |
| and the state of t | Time Remaining | Т | | | | 14 | nty? N | Warra Referenc |
| and the state of t | Time Remaining Duration | Т | | | | The state of the s | nty? N | Warra Referenc Telematics C |
| and the state of t | Time Remaining Duration* Interruptible? | | 1:3 | | | P | nty? N | Warra Referenc |
| 4;00 | Time Remaining Duration* Interruptible? | | | | | form man | e ID Code ction | Warra Referenc Telematics C |
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| Mainline Yard Track 13 | WO#1532726 | |
|---|--------------------------------------|--------|
| Date: 6-25-14 Inspection Crew JE | FFFRSON GREENWOOD RABETTE 1 | DENKIL |
| 1 Location Wabash Yard | 22 Standard Joints | |
| 2 Switch I.D. # 159B | SYR N/A | |
| 3 Facing Trailing | 23 Switch Plates | |
| | (S/Y R N/A | |
| Rail Points | 24 Adjustable Braces | |
| 4 Point to Point 51 3/9 | SYR N/A | |
| 5 Point Condition | 25 Non-Adjustable Braces | |
| (S/Y R | S Y R N/A | |
| 6 Point Throw, nothing less than 4 3/4 inches | Switch Rods | |
| N N/R R 4 14 | 26 Front Rod | |
| 7 Point Opening | (S)YRN/A | |
| N N/14 R 5 | 27 #1 Rod (Basket Rod) | |
| 8 Fit | SYR N/A | |
| (SYR | 28 #2 Rod | |
| 9 General Condition of the Points | (S.Y) R N/A | |
| SYR | 29 #3 Rod | |
| Gage | SYRNA | |
| 10 Heel of Switch | 30 #4 Rod | |
| a) Main 56/4 | S Y R(NA) | |
| a) Turnout 56 9/16 | 31 Closure Rail | |
| 11 Gage ahead of Bend 56/16 | (S)Y R N/A | |
| Must not be less than 56 inches or | 32 Surface of Switch | |
| more than 57 inches for "S" | SY R N/A | |
| 12 Heel Spread in Inches | Using a 62' cord | |
| a) Turnout 6 1/2 | S= Up to 1" Max allowed Speed | |
| a) Main 63/4 | Y= 1" to 1 1/2" 40 MPH | |
| d) Want | R= 1 1/2" to 1 3/4" 12 MPH | |
| Stock Rail | Greater than 1 3/4" = Out of Service | |
| ************************************** | 33 Head Block ties | 5 |
| 13 Bend S Y R | S Y R | |
| 14 Condition | 34 Switch Adjustments | |
| S Y R | | |
| COTK | Yes No | |
| Polto / | 35 Lubrication | |
| Bolts 45 Lance | OK Dry | |
| 15 Loose N/A | 36 Switch Target / Lamps | |
| 16 Missing // N/A | OK Missing N/A | |
| Director (Here to De 164) | 37 Latches | |
| Rivets (Huck Bolts) | OK BrokenMissing | |
| 17 Loose N/A | 38 Locks | |
| 18 Missing N/A | OK BrokenMissing | |
| 19 Cotter Pins missing N/A | 39 General Condition | |
| 20 Jam Nuts LooseN/A | SYR | |
| 21 Washers OK Broken Missing | 40 Insulated Joints | |
| | | |

Remarks on Page 3
JBW/WEM Mod. 09-15-08

| Mainline Yard Track # 1 | WO # 1532726 |
|---|--|
| Date: 6-25-19 Inspection Crew: 5E | FFERSON GREENWOOD RADEHE DENN |
| 41 LocationWabash Yard | Turnout Ties |
| 42 Switch I.D. # 159B | 58 Condition |
| 43 Facing Trailing | (S) R |
| 44 Frog Tread N S Y R | 59 Rail Movement |
| RSYR | (S)YR |
| 45 Frog # | Tie Plates |
| 46 Frog Point Condition | 60 Lead |
| SYR | SYR |
| 47 Condition of Frog | 61Gurad Rail Flangeway |
| (SYR | SYR NN/HRN/M |
| 48 Surface of Frog | Guard Rail Flangeway can be less than 1-1/2" |
| SYR | 62-Guard Rail Plates |
| 2361 | (S)YR |
| 49 Throat in Inches 2 3/8 | 63 Frog Plates |
| 50 Flangeway Depth | SYR |
| Flangeway Depth must not be less than 1 1/2" | |
| | Bolts |
| Gage | 64 LooseN/A |
| Main Track 563/4 | 65 MissingN/A |
| J2 Turnout Track 0/2 | |
| Gage must not be less than 56" any Class | Rivets (Huck) |
| | 66 LooseN/A |
| Guard Rails | 67 MissingN/A |
| 53 Guard Rail Gage N W/A R N/A | 68 Nuts MissingN/A |
| Guard Rail Gage nust be less than 54 3/8" | 69 Cotter Pins MissingN/A |
| 54 Back to Back N 53/4 R 53 | 70 Washers OK Broken Missing |
| Back to Back must be less than 53 1/8" | |
| 54 Condition | 71 Hold Down Devices |
| SYR | SY R N/A |
| 55 Location of Guard Rail (Relation to Point) | 72 Spring Housing |
| SYR | SYRNA |
| Guard Rail Clamps | 73 Derails |
| 56 Main Track | SYR N/A |
| SYR | |
| 57 Turnout Track | 74 Maximum difference in any 31' in Cross |
| SYR | Level on the siding from the Frog Point to |
| | 50 beyond last long tie |
| Class 1 Gage 56" to 57 1/2" | OK Difference |
| More than 57 1/2" Out of Service | |
| Class 3 Gage 56" to 57" | 75 Condition of Line thru entire turnout |
| More than 57" to 57 1/4" downgrade to | /S Y R |
| Class 2 and gets a Y | |

remarks on page 3

Remarks

| 8- | |
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S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:

| V) V | 1 19 1 20 12 12 | 210010 | لم 🚇 🕶 | Select Action | 尚 | | ₩ Find: | 1 | |
|--|--|--------------------------------------|--------------|--|--------------------------|--------------|---|------------------|-----------------|
| | Calenda Calenda | | | en circle de la lace de la constante de la con | | Michigan | Racina di Maria | | Marka Barra |
| Specifica | Failure Reporting | Log Failure | Safety Plan | Related Records | Actuals | ans | er Pl | Work Order | List |
| Attac | | | CH INSPECTI | MOW ANNUAL SWIT | METRO | 30 | er 15327 | Work Order | |
| | | | | | | METRO | n MTA \ | Classification | |
| Failur | | | | | A Property of the second | METRO | mTA - | tion Description | Classificat |
| Proble | | | WABASH YD | MOW SWITCH 171A | METRO | 94 | et 12433 | Asset | |
| | | | | | | 71A | s WAB1 | Alias | |
| sset/Location | Asse | | | Marker Wabash Yard | * Chain N | BYARD - | *************************************** | Location | |
| 1 | | | į. | | • | / | 1 | Work Location | |
| Par | | | | | | | e* PM | Work Type | |
| ty Situation P | | | | | | | IS APPR | Status | |
| Maintenanc | M | | | | 5 PM | 14 03:03:5 | te 06/20/ | Status Date | |
| Repair | | | | 1 | | RON | | Reported By | |
| las Follow-up | Has | | | | | | | Phone | |
| Qui | | | | | 5 AM | 14 03:42:0 | | Reported Date | |
| dennina national de la constanta de la constan | | | | 14 | | | Of | On Behalf Of | |
| Planned Cost | Total Plan | Costs | | | | 1 | | | set Deta |
| Actual Cost | | | | | | | | Year | Manuf |
| | | | 1 | | | 1/ | | facturer | Manui |
| imit Amount | | | | | | 1 | | Model | , |
| Asset Value | | | - | | | 1 (| | Serial # | ٠ |
| GL Account | | | | · · · · · · · · · · · · · · · · · · · | et Assets | | | Type FLEE | |
| its Charges? | | | | *************************************** | erating | Op | ERATING | | Asset Co |
| ge to Store? | Charge | | - | TO THE CONTRACT | | | | 1 | |
| | | | | \$ 4 40 | [] [D] | s Filte | ons and Cl | ssets,Location | |
| | | Scheduling Information Scheduled Sta | | MOW ANNUAL SWITC | METRO | | 2598 | ails Job Plan | ork Deta |
| 12:00:00 AN | | Target Sta | | particular mention and a company construction of the state of the stat | | امو امر | | PM | |
| 12.00.00 AN | A secondario of the contraction | Actual Sta | H INSPECTION | MOW ANNUAL SWITC | METRO | 1 | Ł | Component | |
| ************************************** | - | Scheduled Finis | | | | 7 | | Position | |
| 04:00:00 AN | l | Target Finis | | | - | 1,7 | 1 | son for Repair | Ress |
| 04.00.00 An | The contract of the contract of the | Actual Fini | | | | | Anna Comment Comme | Accomplished | |
| ***** | | Time Remainin | | | | | 1. | Part Failure | VVOIK |
| | Duration + 4:00 | | | | - | i i | | Warranty? | |
| | | Interruptible | | | | 74 | IN 1 | Reference ID | |
| | | Predecesso | | | | | | ematics Code | |
| | 00033013 | 1100000330 |] | | | | | s Transaction | |
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| ast Reading | | * : | | T. C. | | 1 | New Re | New | |
| eading Date | Last Read | F | |] | | Date | w Reading | New | |
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| eading Date ng Entered? | Last Read Primary Reading | | | | | Date | w Reading | | esponsik |
| eading Dateing Entered? | Last Read Primary Reading Life Service Grou | F | | | | Date | w Reading | | esponsih Sup |

| Mainline | Yard Tra | ck 15 WO# | 1532730 | |
|---|---|--|--|-----------|
| Date: 6-25-14 | Inspection Crew | JEFFFRSON GR | Ernwood RADE | HE DENNIE |
| 1 Location Wabash | Yard | | ard Joints | |
| 2 Switch I.D. # / 171A | | SY | | |
| 3 Facing Trailing | *************************************** | 23 Switch | | |
| | | | R N/A | |
| Rail Points | | | table Braces | |
| 4 Point to Point 5//2 | | SY | | |
| 5 Point Condition | | | djustable Braces | |
| SYR | 4044 | | RINA | |
| 6 Point Throw, nothing less that | | Switch F | ************************************** | |
| | 3/8 | 26 Front | | |
| 7 Point Opening | | (SY) | | |
| N N/14 R 3 | | | d (Basket Rod) | |
| 8 5% | | (S)Y | | |
| (S/Y R | _ | 28 #2 Ro | | |
| 9 General Condition of the Point | S | (S')Y | | |
| SYR | | 29 #3 Ro | | |
| Gage | | 30 #4 Ro | | |
| 10 Heel of Switch | | | R N/A | |
| a) Main | | 31 Closu | The state of the s | |
| a) Turnout <u>367/1/</u> 11 Gage ahead of Bend <u>56</u> | 1/2 | SY | | |
| Must not be less than 56 inch | ige or | 1 | ce of Switch | |
| more than 57 inches for "S" | 163 01 | The state of the s | R N/A | |
| 12 Heel Spread in Inches | | Management of the same of the | a 62' cord | |
| a) Turnout | | · · · · · · · · · · · · · · · · · · · | o to 1" Max allowed S | need |
| a) Main65/8_ | | | to 1 1/2" 40 MPH | occu |
| a) Ivialii <u>978</u> | | | 1/2" to 1 3/4" 12 MPH | |
| Stock Bail | | 1.50 | er than 1 3/4" = Out o | f Sarvica |
| Stock Rail | | | Block ties | 1 Service |
| 13 Bend SYR | | SY | | |
| 14 Condition | | The state of the s | h Adjustments | |
| SY R | | Yes | | |
| O I K | | 35 Lubrio | , | |
| Bolts | | (OK) | | |
| 15 Loose N/A | | | h Target / Lamps | |
| 16 Missing N/A | | | Missing N/A | |
| | | 37 Latch | | |
| Rivets (Huck Bolts) | | | Broken Missing | |
| 17 Loose / N/A | | 38 Locks | The second of th | |
| 18 Missing / N/A | / | | BrokenMissing | |
| 19 Cotter Pins missing | N/A | | ral Condition | |
| 20 Jam Nuts Loose | N/A | SY | | |
| 21 Washers OK Broken | Missing | 40 Insula | ated Joints | |
| | | (s) v | | |

Remarks on Page 3
JBW/WEM Mod. 09-15-08

| Mainline | Yard | Frack#15 | WO# | 1532730 |
|---|-------------------|---------------|----------------------|-----------------------------|
| Date: 6-25-14 | Inspection Cr | ew: JEFEERS | ON GREENWO | al RABETTE DENIDIE |
| 41 LocationWabash | n Yard | | Furnout Ties | |
| 42 Switch I.D. # 171A | | | 58 Condition | |
| 43 Facing Trailing | | | SYR | |
| 44 Frog Tread N SY | R | | 9 Rail Movement | |
| R SY | R | | SYR | |
| 45 Frog # | | (| <u>lie Plates</u> | |
| 46 Frog Point Condition | | | 30 Lead | |
| SY R | | / | SY R | |
| 47 Condition of Frog | | (| 31Gurad Rail Flang | jeway //5// |
| SY R | | | SYR N_/ | 5/16 R / 5/16 |
| 48 Surface of Frog | | | Guard Rail Flange | way can be less than 1-1/2" |
| SYR | | - | 32 Guard Rail Plate | es |
| 1 | 3/0/ | / | SY R | |
| 49 Throat in Inches 2 50 Flangeway Depth 2 | 78 | ((| 3 Frog Plates | |
| | | | SYR | |
| Flangeway Depth must n | ot be less than 1 | | | |
| | | | <u> Bolts</u> | |
| Gage | | (| 34 Loose | N/A |
| Main Track 56/2 | ? | (| 35 Missing | N/A |
| 2 Turnout Track 563/ | 8 | | | |
| Gage must not be less th | an 56" any Class | s <u>l</u> | Rivets (Huck) | |
| | | | 36 Loose | N/A |
| Guard Rails | 19/1 | 5/1 | 37 Missing | N/A |
| 53 Guard Rail Gage N 54 | 1/6 R 54 | 14 | 38 Nuts Missing | N/A |
| Guard Rail Gage nust be | less than 54 3/8' | • | 39 Cotter Pins Miss | singN/A |
| 54 Back to Back N 52 | 15/8 R 52 | 7/8 | 70 Washers OK B | BrokenMissing |
| Back to Back must be les | ss than 53 1/8" | | - American | |
| 54 Condition | | | 71 Hold Down Devi | ices |
| SYR | | 1 | SYR N/A | |
| 55 Location of Guard Rail (Re | elation to Point) | | 2 Spring Housing | |
| SYR | | | S Y R NA | |
| Guard Rail Clamps | | gr a knoë dig | 73 Derails | |
| 56 Main Track | | | SYRNA | |
| (SYR | | | | |
| 57 Turnout Track | | | | rence in any 31' in Cross |
| SYR | | | Level on the sid | ding from the Frog Point to |
| | | | 50' beyond last | long tie |
| Class 1 Gage 56" to 57 1/2" | | | OK Difference | ce |
| More than 57 1/2" Out of Se | ervice | | | |
| Class 3 Gage 56" to 57" | | 3 10 | 75 Condition of Line | e thru entire turnout |
| More than 57" to 57 1/4" do | wngrade to | | SYR | |
| Class 2 and gets a Y | | | | |

remarks on page 3

| | Ren | narks | | | |
|---------------|---|---------------------------------------|-------------|---------|---------|
| Date : | Mainline / Yard : Y-trk 15 | Switch # | 171A | WO# | 1532730 |
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| All rules com | nply with the MTA Field Guide for Trac | k Inspections u | ıpdated Apr | il 2006 | |
| All rules are | class 3 for Mainline track and class 1 | for Yard tracks | | | |
| S All items i | inspected are in compliance | | | | |
| Y Attention | needed | | | | |
| R Immediat | te attention required or Out of Service | | Reviewed | by: | 400 |
| | | | V | / , | |

| | દાં 🤃 🍁 🛙 🛟 🕍 | Y (1) m 2 | select Action | | Find: | |
|---|---|---------------------------------|--------------------------|---|--|--|
| ng Specificatio | Log Failure Rep | Safety Plan L | Actuals Related Records | Actua | Plans | st Work Order |
| Attachm | | CH INSPECTI | METRO MOW ANNUAL SWITE | | 1532722 | Work Order |
| | | | 1 | 30 | MTA \ METRO | Classification |
| Failure C | | | | 30 | MTA - METRO | ssification Description |
| Problem (| | WABASH YD | METRO MOW SWITCH 171B | . M | 1297284 | Asset |
| Pri | | | | - | WAB171B | Alias |
| Asset/Location Pri | | 177 170 170 170 170 | Chain Marker Wabash Yard | RD A C | CMWABYAR | Location |
| Is Ta | | 1 | Pale | 1 | | Work Location |
| Parent | | | | 1 | PM | Work Type* |
| arranty Situation Pres | | | | | APPR | Status |
| Maintenance A | | | PM | 02:01 PM | 06/20/14 03:0 | Status Date |
| Repair Or | | | | | MTACRON | Reported By |
| Has Follow-up W | | | | | | Phone |
| Quick | | | AM) #5 | 41:53 AM | 06/16/14 03:4 | Reported Date On Behalf Of |
| www.governorman.com.com.com.com.com.governorman.com.com.com.com.com.com.com.com.com.com | aka | □ Costs | | *************************************** | | et Details |
| otal Planned Cost | 515 | C0818 | | | And the second state of | Year |
| Total Actual Cost | | | | [| 1 | Manufacturer |
| pair Limit Amount | | | | | j | Model |
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| rrent Asset Value | | | | | | Serial # |
| GL Account | | | Assets | Fleet Asse | - | 1 |
| GL Account J | | | | Fleet Asse | | Serial # Type FLEET Status OPER |
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| GL Account J Accepts Charges? | heduling Information Scheduled Start | | ating | Operating Filter > · : | ATING | Type FLEET Status OPER. set Condition iple Assets,Locations |
| GL Account J Accepts Charges? Charge to Store? | Scheduled Start | INSPECTI E | ating | Operating Fitter > -: | ATING s and Cls F | Type FLEET Status OPER. set Condition iple Assets,Locations k Details Job Plan |
| GL Account Quarter Charges? Charge to Store? | Scheduled Start | INSPECTI E | ating | Operating Fitter > -: | ATING s and Cls F 2598 53959 | Type FLEET Status OPER. set Condition iple Assets,Locations k Details Job Plan |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start | INSPECTI E | ating | Operating Filter > ME ME | ATING s and Cls • F | Type FLEET Status OPER. set Condition iple Assets,Locations k Details Job Plan PM |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start | INSPECTI E | ating | Operating Filter > - : ME ME | ATING s and Cls F 2598 53959 | Type Status OPER set Condition iple Assets,Locations k Details Job Plan PM Component |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start Scheduled Finlsh | INSPECTI E | ating | Operating Fitter > - : | ATING s and Cls F | Type Status OPER set Condition iple Assets,Locations k Details Job Plan PM Component Position |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish | INSPECTI E | ating | Operating Fitter > · : | ATING s and Cls F | Type Status OPER. set Condition iple Assets,Locations k Details Job Plan PM Component Position Reason for Repair |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish | INSPECTI E | ating | Operating Fitter > · : | ATING s and Cls F | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Nork Accomplished Part Failure |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining | INSPECTI E | ating | Operating Fitter > · : | ATING s and Cls F | Status OPER. Set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration | INSPECTI E | ating | Operating Fitter > · : | ATING s and Cls F | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Nork Accomplished Part Failure Warranty? |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? | INSPECTI E | ating | Operating Fitter > · : | ATING s and Cls F | Status OPER. Set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID |
| GL Account Accepts Charges? Charge to Store? | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? | INSPECTI E | ating | Operating Fitter > · : | ATING F | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM 4:00 | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? | INSPECTI E | METRO MOW ANNUAL SWITCH | Operating Fitter > · : | ATING s and CIs F 2598 53959 N N N N N N N N N N N N N N N N N N | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM Last Reading ast Reading Date | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? Predecessors | INSPECTI E | ating | Operating Fitter > · : | ATING s and CIs F 2598 53959 N N N N N N Reading Reading Date | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM 4:00 Last Reading pate Reading Entered? | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? Predecessors | INSPECTI E | METRO MOW ANNUAL SWITCH | Operating Fitter > · : | ATING s and CIs F 2598 53959 N N N N N N N N N N N N N N N N N N | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM Last Reading ast Reading Date | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? Predecessors | INSPECTI E | METRO MOW ANNUAL SWITCH | Operating Fitter > · : | ATING s and CIs F 2598 53959 N N N N N N Reading Reading Date | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM 4:00 Last Reading ast Reading Date Reading Entered? Life To Date | Scheduled Start Target Start Actual Start Scheduled Finish Target Finish Actual Finish Time Remaining Duration Interruptible? Predecessors Prima | INSPECTI E | METRO MOW ANNUAL SWITCH | Operating Fitter > · : | ATING s and CIs F 2598 53959 N N N N N N Reading Reading Date | Type Status OPER set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter New F |
| GL Account Accepts Charges? Charge to Store? 22/14 12:00:00 AM 22/14 04:00:00 AM 3:00 Last Reading ast Reading Date Reading Entered? Life To Date ce Group | Scheduled Start Target Start Actual Start Scheduled FinIsh Target FinIsh Actual FinIsh Time Remaining Duration Interruptible? Predecessors Prima | INSPECTI E | METRO MOW ANNUAL SWITCH | Operating Fitter > · : | ATING s and CIs F 2598 53959 New Reading Reading Date Meter | Type Status OPER Set Condition iple Assets,Locations k Details Job Plan Component Position Reason for Repair Work Accomplished Part Failure Warranty? Reference ID Telematics Code ematics Transaction ary Meter New F |
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| Mainline | Yard Track 1 West | WO# | 1532722 | |
|---|---|--|----------------------------------|----|
| Date: <u>6-25-14</u> | Inspection Crew JEFFER | SON GR | FIN WOOOL RABETTE DENN. | IE |
| 1 Location Wabash | Yard | 22 Stand | dard Joints | |
| 2 Switch I.D. # / 171B | Emperature of the second | - Comments | R N/A | |
| 3 Facing Trailing | | 23 Switc | | |
| Training | | 11. | R N/A | |
| Rail Points | | | stable Braces | |
| 4 Point to Point 57 5/8 | | 7 | R N/A | |
| 5 Point Condition | | Managara and a second | Adju st able Braces | |
| (S)Y R | | | R(N/A) | |
| 6 Point Throw, nothing less tha | an 4 3/4 inches | Switch I | | |
| N 4 R W | 9.4 · · · · · · · · · · · · · · · · · · · | 26 Front | | |
| 7 Point Opening | | | R N/A | |
| N 43/4 R N/ | 4 | | od (Basket Rod) | |
| 8 Fit | | | R N/A | |
| (S)YR | | 28 #2 Rd | od | |
| 9 General Condition of the Point | S | ØY. | R N/A | |
| (S)Y R | | 29 #3 Ro | bd | |
| Gage | | (S)Y | R N/A | |
| 10 Heel of Switch | | 30 #4 R | od | |
| a) Main <u>563</u> /8 | | SY | R N/A | |
| a) Turnout <i>5 (.3/d</i> | | 31 Closu | | |
| 11 Gage ahead of Bend 56/ | | | R N/A | |
| Must not be less than 56 incl | nes or | -57 | ice of Switch | |
| more than 57 inches for "S" | | SY | R N/A | |
| 12 Heel Spread in Inches | | | g a 62' cord | |
| a) Turnout6 <u>78</u> | | | p to 1" Max allowed Speed | |
| a) Main <i>6 </i> | | | " to 1 1/2" 40 MPH | |
| | | R= 1 | 1/2" to 1 3/4" 12 MPH | |
| Stock Rail | | Grea | ter than 1 3/4" = Out of Service | |
| 13 Bend | | The state of the s | Block ties | |
| ®YR | | SY | | |
| 14 Condition | | | ch Adjustments | |
| (S) Y R | | 1.1 | (No) | |
| | | 35 Lubri | | |
| Bolts | | - market | Dry | |
| 15 Loose N/A | | | ch Target / Lamps | |
| 16 MissingN/A | | | Missing(N/A | |
| | | 37 Later | | |
| Rivets (Huck Bolts) | | C. Marine | BrokenMissing | |
| 17 Loose N/A | | 38 Lock | | |
| 18 Missing N/A | FIVA | | BrokenMissing | |
| 19 Cotter Pins missing | _N/A | 111 | eral Condition | / |
| 20 Jam Nuts Loose 21 Washers OK Broken | _N/A Missing | 40 Ineut | ated Joints | |
| 21 Washers OK Broken | Missing | 40 insul | | |

Remarks on Page 3
JBW/WEM Mod. 09-15-08

| Mainline Yard Track # 1 We | WO # 1532722 |
|---|---|
| Date: 6-25-14 Inspection Crew: 55/ | ERSON GREENWOOD RIBETTE DENKI |
| 41 LocationWabash Yard | Turnout Ties |
| 42 Switch I.D. # 171B | 58 Condition |
| 43 Facing Trailing | ©Y R |
| 44 Frog Tread N SYR | 59 Rail Movement |
| R SYR | (Ŝ)√ R |
| 45 Frog # | Tie Plates |
| 46 Frog Point Condition | 60 Lead |
| SY R | SY R |
| 47 Condition of Frog | 61Gurad Rail Flangeway |
| SYR | (SYR N 176 R 1 7/6 |
| 48 Surface of Frog | Guard Rail Flangeway can be less than 1-1/2" |
| SYR | 62 Guard Rail Plates |
| 0 3/4 | SYR |
| 49 Throat in Inches 78 | 63 Frog Plates |
| 50 Flangeway Depth | TSYR |
| Flangeway Depth must not be less than 1 1/2" | |
| | Bolts |
| Gage ~ 3/1 | 64 LooseN/A |
| Main Track 5674 | 65 MissingN/A |
| Turnout Track 563/4 | and the state of the |
| Gage must not be less than 56" any Class | Rivets (Huck) |
| | 66 LooseN/A |
| Guard Rails | 67 MissingN/A |
| 53 Guard Rail Gage N <u>54/2</u> R <u>54/16</u> | 68 Nuts MissingN/A |
| Guard Rail Gage nust be less than 54 3/8" | 69 Cotter Pins MissingN/A |
| 54 Back to Back N 525/8/R 53/2 | 70 Washers OK Broken Missing |
| Back to Back must be less than 53 1/8" | |
| 54 Condition | 71 Hold Down Devices |
| (S)YR | SYR N/A |
| 55 Location of Guard Rail (Relation to Point) | 72 Spring Housing |
| SYR | SYRNA |
| <u>Guard Rail Clamps</u> | 73 Derails |
| 56 Main Track | SYRNA |
| SY R | |
| 57 Turnout Track | 74 Maximum difference in any 31' in Cross |
| (S)YR | Level on the siding from the Frog Point to |
| | 50' beyond last long tie |
| Class 1 Gage 56" to 57 1/2" | OK Difference |
| More than 57 1/2" Out of Service | |
| Class 3 Gage 56" to 57" | 75-Condition of Line thru entire turnout |
| More than 57" to 57 1/4" downgrade to | SYR |
| Class 2 and gets a Y | |

xemarks on page 3

| Date : | Mainline / Yard | d: Y-trk 1W | Switch # 171E | WO# | 1532722 |
|--|-------------------------|--------------------|---|-------------------------|---------------|
| | a | Dec | | | |
| | | | 383 | A SAME TO SECURE A SAME | |
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| - | , 3°°° | | | | 2 - 4 |
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| | | | | | |
| All rules comp | ly with the MTA Field | d Guide for Track | Inspections update | d April 2006 | |
| All rules are cl | lass 3 for Mainline tra | ack and class 1 fo | or Yard tracks | | |
| S All items in | spected are in comp | liance | | | |
| Y Attention ne | eeded | | | | |
| | attention required or | 0.4-10 | | ewed by: | |

Remarks